

Giant boulder crushes truck

Experts coming to evaluate area

By TOM McHOES
The Daily Herald

Utah transportation officials closed Highway 189 in Provo Canyon after a large rock slide crushed a pickup and left debris on the road Wednesday afternoon.

The canyon will be closed in both directions until geological experts from California come in and evaluate the situation, said Craig Haskell, maintenance area supervisor for the Utah Department of Transportation.

"There are some big cracks, so we know there has been some movement since the slide," Haskell said. "The team will tell us that it is either safe to leave it or that we'll have to do something about it."

The slide occurred at about 2 p.m. when four boulders from the mountainside about a half-mile north of the Sundance turnoff loosened and slid onto the highway.

One of the boulders, approximately 10-12 feet in diameter, crushed the back of a three-quarter ton Ford pickup driven by Byron Day of Heber City, Haskell said.

No one was injured as a result

(See BOULDER, Page A2)



UDOT personnel work to clear a boulder that fell on a truck in Provo Canyon Thursday afternoon. Miraculously, the driver and passenger of the truck escaped without injury. The canyon remains closed today.

Daily Herald photo/Matthew R. Smith

Car falls 500 feet; one dead

12-4-97

By PAT CHRISTIAN
The Daily Herald

PROVO CANYON — As of Wednesday evening, police could only speculate what caused a driver's fatal plunge off a cliff in Provo Canyon earlier that day.

Police said the driver of a Toyota car, possibly a Celica, died after the car fell more than 500 feet off a cliff at the mouth of the canyon. Investigators added they hadn't ruled out the possibility that the incident was a bizarre accident or even a suicide.

Police also took precautions not to disturb the scene of the accident, in case the crash turns out to be a grisly crime scene.

Surreal sight

Eyewitness Duane Jensen said he could hardly believe what he was seeing.

Driving home to Payson from a construction site in Vernal, he said he just happened to be looking up at the cliff when he saw the car fly off.

"It came off at a high rate of speed, did a 180 in the air got four or five seconds of air and landed on its top."

Jensen used a cell phone to report the crash to police dispatchers at 5:26 p.m.

The incident was equally surreal for police investigators, who were still looking for answers Wednesday night.

"We know it was a DOA (Dead On Arrival), but we don't

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CLIFF

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even know the gender of the victim yet," Orem Public Safety Department spokesman Lt. Bob Conner said.

Authorities climbed to where the car landed and found an occupant dead, but the vehicle was so flattened by the impact that they had to hike down to bring back heavy extrication equipment.

The hike to where the car landed on a steep rock chute was precarious, Conner said.

Climbers could easily dislodge rocks that could roll and hit climbers below them. And no one knew if the flattened car might start sliding.

Police also searched the

chute above the wreckage in case there had been more than one occupant.

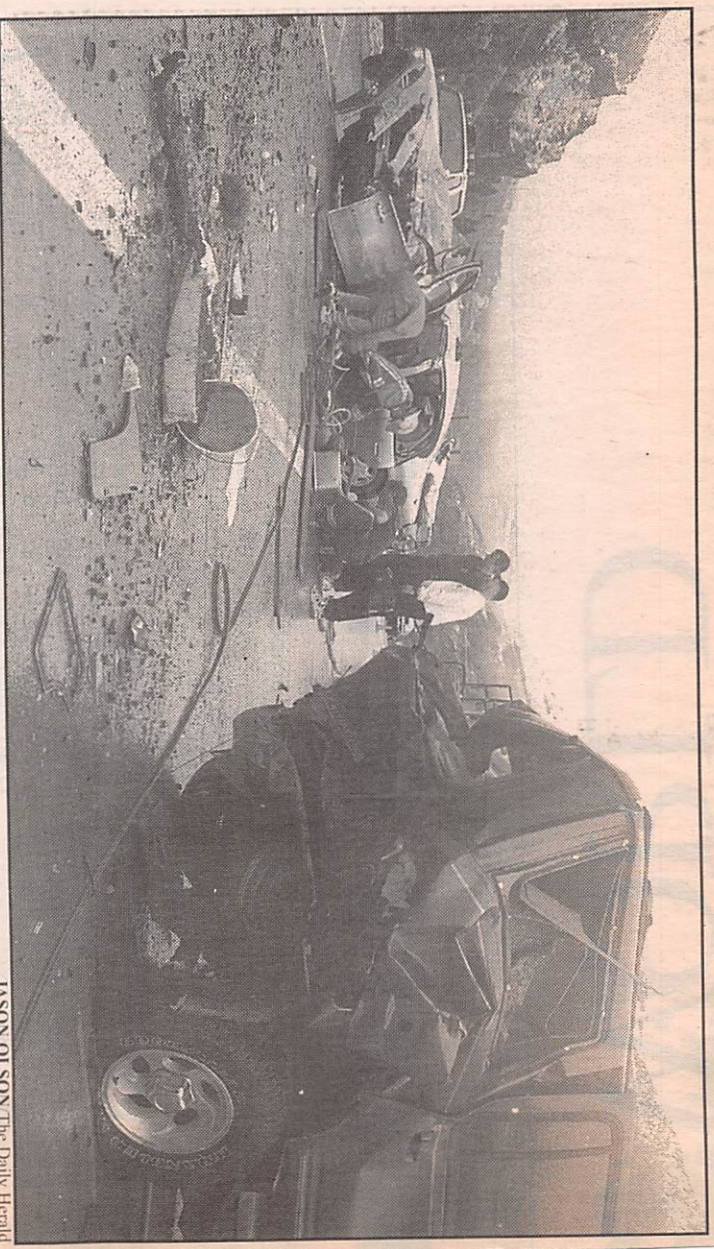
Orem patrolman Jay Fletcher, who was at the accident scene, guessed the car plummeted 500 feet. Others, however, thought it might have been even more. He said after landing on its top, the car bounced once and stopped right-side up.

Jensen said he waded through the Provo River and ran to the crash site in about 15 minutes and he said the car was still steaming when he reached it.

"I looked inside and saw this bloody person."

Conner said police were also looking for a truck seen near the top of the mountain around the time of the crash.

Canyon cleanup



JASON OLSON/The Daily Herald

Several people were injured in Provo Canyon Tuesday afternoon when a westbound Ford Explorer skidded on a rain-soaked curve and collided with an eastbound Ford Taurus GL, police said. The injured were taken to Utah Valley Regional Medical Center late Tuesday afternoon, but their names and conditions were not available by press time. A baby was among those involved in the crash. Witnesses at the scene said it appeared that everyone in the Taurus was using safety restraints. The accident was reported to Utah Highway Patrol dispatchers at 4:54 p.m. Utah Highway Patrol Trooper Bob Mitchell said the Explorer spun around and the rear of the sports utility vehicle collided with the smaller car. Rescuers from the Provo Fire Department used extrication equipment to free some of the passengers, who were transported by ambulance to the Provo medical center.

4-15-98

Truck carrying fruit overturns in Provo Canyon

A semitrailer carrying a load of pineapples and grapes overturned in Provo Canyon at approximately 10 p.m. Tuesday.

The truck, owned by Seldon Trucking, was eastbound in the canyon when the trailer overturned and slid into the opposite lane where it came to rest when it hit a snowbank.

No other vehicles were involved

Police Beat

and the driver, Gabrile Valasco, sustained no injuries. Most of the fruit was salvaged and transferred to another truck.

AUTO BURGLARIES — A string of auto burglaries in Orem was reported Tuesday morning.

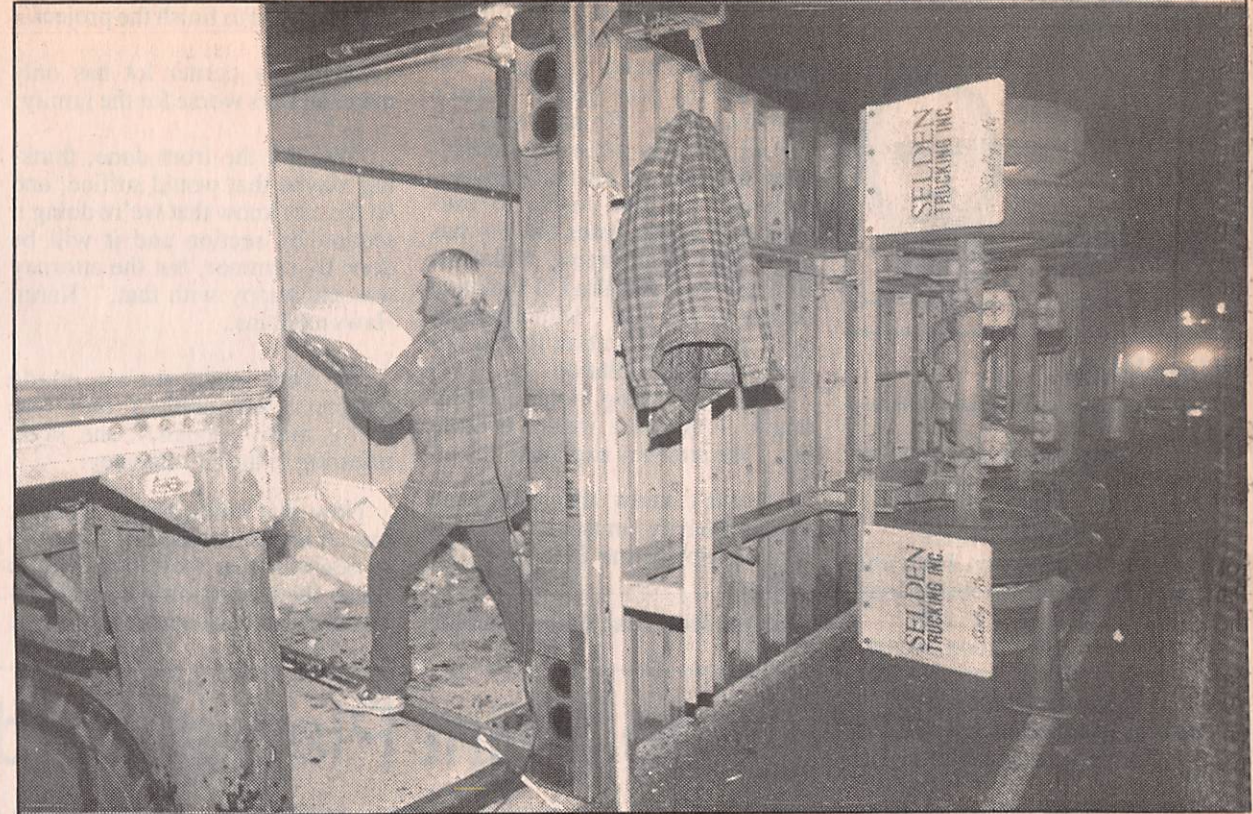
Four vehicles at the Village Apartments complex, 1757 Village Lane, were broken into sometime Monday night.

All four vehicles were reported locked and showed signs of forced entry.

Items stolen from the four cars include clothing, a car stereo and cassettes, two rifles and a handgun and \$3,000 worth of tools. The total estimated loss is \$4,000.

Orem police have no suspects at this time but officers did recover one of the rifles, a .22 Marlin semiautomatic and an unidentified pistol.

- Three other auto burglaries



Daily Herald Photo/Patrick J. Krohn

Shane Bott, Provo, works to unload a truck which overturned in Provo Canyon at 10 p.m. Tuesday.

The truck, which was carrying fruit, was the only vehicle involved in the accident.

were reported in Spanish Fork, two of which appear to be related due to their close proximity. A CD player and some CDs were taken.

BURGLARY — Spanish Fork High School was broken into Monday night and a candy machine was

damaged.

The perpetrators broke the glass on the front of the machine in an attempt to steal the cash box but were unsuccessful. Some candy was taken. The estimated damage is \$1,500.

AUTO FIRE — A 1983 Chrysler Cordova traveling on 100 South near 50 East in Provo suddenly backfired and lost power.

The driver pushed the car to a nearby garage where he discovered a fire underneath the hood.



STUART JOHNSON, DESERET NEWS

No injuries reported after truck tips over

Driver Scott Mickelsen, right, talks with Provo officers and emergency personnel about the rollover of his truck at the mouth of Provo Canyon Tuesday.

Police say the truck swerved onto the right shoulder of the road, tipped and rolled. Mickelsen, 24, of Sandy was not cited. No injuries were reported.

6-2-99

Wave's editorial position

Canyon Death May Have Been Prevented

Last week's tragic traffic accident on U.S.-189 that claimed the life of an 18-year-old Lehi woman may have been prevented had the median been lined by concrete dividers.

These dividers already make up a portion of Provo Canyon, part of a pilot project that the Utah Department of Transportation initiated last year. We applaud UDOT's implementation of its pilot program and hope that the entire canyon can be made safer by the addition of these dividers along dangerous portions of the entire corridor.

Unfortunately, UDOT has been threatened with lawsuits by environmental groups, including the NorthFork Coalition. These groups have requested that UDOT remove the concrete dividers because of a perceived unsightly appearance. Although the environmental groups advocate the installation of double-faced guardrails, UDOT official Dan Nelson says that

the concrete barriers are safer, able to stop a semi truck from crossing the median. According to Nelson, several accidents have already been prevented by the concrete barriers at the mouth of Provo Canyon. "It's not a guarantee that a vehicle will not go over, but we have never seen any," Nelson said.

The perceived legal threats have, in part, perpetuated an unsafe highway, resulting in last week's fatality.

While UDOT and radical environmental groups fight over the virtues of guardrails vs. concrete dividers, people continue to die from head-on collisions in the canyon. Adding to the wrangle, funding to complete the highway is on hold, meaning more lives will continue to be lost.

Had this environmental group not threatened UDOT with its frivolous lawsuits, an 18-year-old woman would most likely be alive today.



Councilmen Influenced By Developers

Editor: Because of many concerned inquiries and phone calls, I'm convinced that this is the time to discuss some features of the annexation laws that were passed by the Legislature in 1998. It seems that this need arose from misunderstood reports by mouth and in print of the recent acceptance of The Springs of St. Moritz's annexation petition by the Midway City Council. Some added informa-

and was now part of Midway, in other words, it was all over—not by a longshot.

Here's how it works. First, a landowner files a petition to be annexed with the municipality. The petition must be either accepted or rejected by the municipal legislative body, but the law does not impose a specific time by which they have to arrive at a decision. Because of that fact, legal counsel will usually advise cities to use that time period to bargain with landowners about things like fees, development plans and other matters.

Planning commissions, water authorities, and national and

involved properly before acceptance of the petition. That is because once a petition is accepted the clock for the whole process begins to run and a series of deadlines on a succession of notices and administrative acts must be met.

There is opportunity for the filing of protests. At the end of the procedure is a public hearing, after which the city council considers passing an ordinance of annexation. During that period, the city must make sure that all conditions and concerns have been completely satisfied and water share requirements are secured. If the ordinance of annexation is passed the plat is

the developer refused to understand the meaning of "no." So they voted six to one on a motion that placed the development in the RA-1-43 residential zone.

Letters

From The Wave's Readers

Commissioners Are Insane

Editor: Next Monday, Feb. 14

blows my mind that the commission is even considering giving approval. Critical issues include:

Water—There continues to be a song and dance number over how much water is needed to service Jordanelle, how much the Jordanelle Special Service District currently has acquired, where it comes from, is it leased water or owned water? No one will give solid answers.

Water Quality—Big developments compromise water quality via runoff which creates silt, both during construction phases and once communities are established. Golf courses and snowmaking produce phospho-

S, MON. P.M./TUES. A.M., JAN. 22/23, 2001

Crash kills 2 on dam

DEER CREEK DAM — A traffic accident on the Deer Creek Reservoir Dam claimed the lives of two men Saturday night, including a news photographer.

Killed were:

Brett Crandall, 35, Provo;

Ryan Pugh, 34, Orem.

The men were driving back to Utah County on U-189 just after 11 p.m. after being at the Nordic ski competition in Park City. Crandall was apparently driving too fast for the road's conditions and hit a patch of black ice, said Sgt. Doug McCleve of the Utah Highway Patrol. His Mazda RX7 went into oncoming traffic where it was hit by a semitrailer. Both men were dead at the scene, McCleve said.

Witnesses said Crandall's car was traveling about 50 mph, according to a police statement.

Crandall, a well-known wedding and freelance photographer, had been taking pictures that day of the ski competition, said friend and professional photographer George Frey.

Deer Creek Dam Death Trap



Wave photo by Laurie Wynn

Several accidents were reported this week taking place on or near Deer Creek Dam on state Road 189 including one that claimed the life of two Utah County men.

High speeds and black ice contributed to both accidents.

At about 11 p.m., on Saturday, Jan. 20, Brett Crandall, 35, of Provo and his passenger, Ryan Gran Pugh, of Orem, were killed when Crandall's Mazda 1992 RX7 crossed into the oncoming traffic and was hit by a semi.

Crandall and Pugh were pronounced dead at the scene.

Utah Highway Patrol troopers reported that the Mazda was traveling at about 50 mph, too fast for the 30 mph marked turn. The road was covered in black ice.

The driver of the semi attempted to miss the Mazda as it doughnutted down

Two Accidents at Deer Creek Dam

CONTINUED FROM PAGE A1

the roadway.

Semi driver Don Grabel of Gardenville, Nev., was traveling about 35 mph when he struck the Mazda. Grable was unhurt.

State Road 189 was closed for about two hours while crews worked to care for the victims and remove the wreckage.

The other accident involved a northbound 1998 Toyota Camray driven by Jill Andrews, 49, of Spanish Fork and a southbound 1989 Chevrolet Cavalier driven by Ryan C. Harding, 23, of Riverton.

According to Utah Highway Patrol troopers, Harding was driving approximately 50 mph when he lost control of his vehi-

cle after it hit patch of black ice. The Cavalier collided with the the Camray.

UHP troopers cited Harding for speeding.

Andrews was taken by Wasatch County Ambulance to Heber Valley Medical Center.

Estimated damages to the Camray were approximately \$8000. Damages to the Cavalier were estimated at \$2500.

Drivers are cautioned to drive slowly when they negotiate the turns leading to Deer Creek Dam. UHP troopers report that the area is frequently covered with patches of black ice. The area is shaded and moisture from the reservoir create the treacherous conditions.

SEE "ACCIDENT" ON PAGE A4

Road Rage Common In Provo Canyon

Editor: Visitors often come to this little valley for a little peace and quiet. After being here a short time some of these people often wonder what there is for excitement.

Obviously the people who wonder this have not had the Highway 189 experience in Provo Canyon.

I have had a lot of thrilling and bone chilling experiences in the course of my job as a deputy sheriff. People often wonder how after a particularly nasty call, I can grin with a knowing smile on my face and keep coming back to work. Well here it is, I have lived through the Provo Canyon experience and I still have hair on my head. I cannot say that for all of my coworkers as some have very little to no hair on their heads. It could be they have had too many trips in this particular canyon.

Give me the most cool headed and calm person you know and after sending them on a trip to Orem and back from Heber at 5 p.m. any given afternoon, I will return you a person that now talks like a sailor and has developed a nervous twitch on the right side of his face.

After three years of watching and waiting for construction crews in the canyon I was starting to believe that things would get better and the complaints of reckless drivers and acts of road rage would come to an end. But

So it looks like we will have to live with the road in its current condition for some time to come. One of my questions is, what are the traffic lights doing in the tunnel? It could be that the state is planning on making the canyon commute more adventurous by hosting a road race up and down the canyon (ladies and gentlemen, start your engines).

Okay now, in all seriousness

"It is each driver's responsibility to operate their vehicle safely. Saving a few minutes is not worth getting in an accident or receiving a citation."

let us look at the record. There have been many reports and complaints of reckless drivers, tailgating, bad passing and items of this nature. What is the best thing we can do when we have

cle can safely pass and get in-between. We all know that this does not happen very often.

Remember the three-second theory? This means when following a vehicle you should be three seconds behind. The average reaction time for a human is three-fourths of a second. This means if you see the car in front you stop or hit another car or whatever, it will take you three-fourths of a second to hit your brake. At 60 miles per hour you will have traveled 66.15 feet before you reacted. That is three to four car lengths depending on the type of vehicle, and this does not include the distance that it takes to stop (that varies on each vehicle).

Okay, it is now time for the moral of the story portion. It is each driver's responsibility to operate their vehicle safely. Saving a few minutes is not worth getting in an accident or receiving a citation. After all, a citation will hold you up for ten minutes or so and cost you \$40 or more.

An accident may cause you your life or that of another, not to mention your car or truck. You can even get a citation for causing an accident and most certainly the insurance company will make an adjustment of your rates if you are found at fault. And remember, following to close can put you at fault.

Defensive driving is the key